

OF EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OFFICE
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

ON SALE.
THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$30.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,341. 號一十四百三千大萬一第 日四初月八年二統宣 HONGKONG, WEDNESDAY, SEPTEMBER 7TH, 1910. 三拜禮 號七月九年十一百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS

CALL

AT

"MOUTRIES"

TO PURCHASE

A

"MOUTRIE"

PIANO

FIVE YEARS'

WRITTEN GUARANTEE.

NEW MODELS FOR 1910.

PRICE \$378.

S. MOUTRIE & Co., Ltd.

[a34-2]

**CHINA MUTUAL LIFE
INSURANCE CO., LD.,**
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

ALEXANDER McLEOD, Esq., Chairman.
C. STEPHENSON, Esq.,
LIM YUNG SU, Esq.,
J. H. McMICHAEL, Esq.,
C. B. BURKILL, Esq.,
J. A. WATTS, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Insurance in Force ... \$37,855,385.00
Assets ... 8,415,250.00
Income for Year ... 3,566,559.00
Total Security to Policyholders 8,215,313.00

LEFFERTS KNOX, Esq., Hongkong, Can-
ton, Macao,
District Manager, and the
B. W. TAPE, Esq., Philippines.
District Secretary.
Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.

Advisory Board, Hongkong.
SIR PAUL CHATER, Kt., C.M.G.
T. F. HOUGH, Esq.
C. J. LAURENTZ, Esq.

[a1472]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net

In Bags 250 lbs. net

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 29th April, 1908.

[a728]

**PEAK TRAMWAYS COMPANY
LIMITED.**

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
every 2 hours.

SATURDAYS.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909.

[a45]

MITSUBISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.O., Western Union, and Engineering Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1	No. 2
Lifting Power	7,000 Tons	12,000 Tons
Max. Length of Ship taken in	460 Feet	580 Feet
" Breadth " " "	56 "	66 "
" Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Dredger, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

TRY

WEISMANN'S COFFEE

**ROASTED AND GROUND ON OUR
PREMISES DAILY.**

In ½ lb. and 1 lb. Tins.

[a46]

CUTLER, PALMER & CO.,



WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA

ESTABLISHED 1915.

LONDON ADDRESS:

34, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDIOTINE, D.O.M. { \$49.50 for 1 doz Quarts.
\$51.50 " 2 " Pints.

BRANDY ★★★★★ - - - \$31.00

" ★★★★★ - - - \$28.25

" ★★★★★ - - - \$25.00

"IMPERIAL WHISKY" - - - \$19.75

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST)

WHISKY, PALL MALL - - - \$26.00

WHISKY, JOHNNIE WALKER'S - - - \$18.25

OLD HIGHLAND, WHITE LABEL - - - \$24.50

WHISKY, DO. SPECIAL, RED " - - - \$24.50

WHISKY, O. P. & CO.'S "SPECIAL

BLEND" - - - \$16.25

PORT WINE, INVALIDS - - - \$24.75

PORT WINE, DOURO - - - \$18.00

SHERRY, LA TORRE - - - \$20.50

SHERRY, AMOROSO - - - \$24.75

THESE PRICES ARE INCLUSIVE DUTY.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

LONG HING & CO.,

PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

JUST UNPACKED:—

FOLDING POCKET CAMERAS, fitted with GOERZ,

ZEISS and ROSS LENSES, PRIMO FILM and

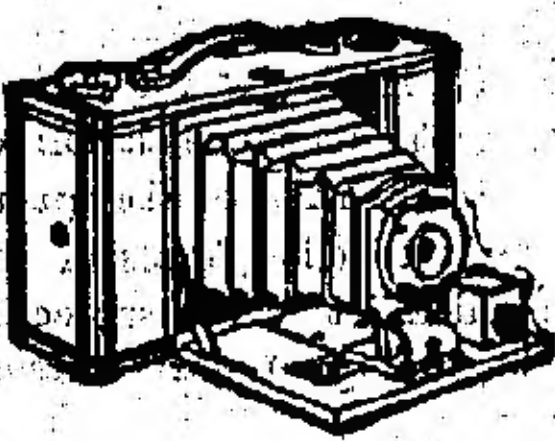
PLATE CAMERAS, KODAKS, FILMS and

ACCESSORIES.

AT MODERATE PRICES.

DEVELOPING AND PRINTING A SPECIALITY.

[a10]



LANE, CRAWFORD & CO.

(TELEPHONE 97).

NOW PROCEEDING

BARGAIN SALE

IN

LADIES' DEPARTMENT

**25 PER CENT. DISCOUNT
OFF USUAL PRICES.**

LANE, CRAWFORD & CO.

[a28]



POLO

WHISKY.

CALDBECK,

MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

TELEPHONE No. 75.

[a30]

P. & O.

STEAM NAVIGATION CO.

S.S. "MARMORA."

(10,500 TONS.)

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT:—

MARSEILLES - - - - - APRIL 15TH.

LONDON - - - - - APRIL 22ND.

FARES TO LONDON:—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.

2ND " £48.8 " £72.12 "

For Further Particulars, apply to—

1001]

E. A. HEWETT,
SUPERINTENDENT.

"SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

**SHACKELL EDWARDS
& CO., LTD.**

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907.

[a39]

KELLY & WALSH, LTD.

Vocation, by L. Grant Duff ...	1.75	THE CHARTERED JUNK a Tale of the Yangtze Valley, by W. A. Rivers ...	1.50
Helen of All Time, by W. Holt White ...	1.75	The Story of Old Japan, by J. H. Long- ford ...	4.50
The Twisted Foot, by H. M. Rideout ...	1.75	The Russian Road to China, by London Bates; illus. ...	9.00
The Enemy of Woman, by W. Graham ...	1.75	Thirty-five Years in the Divorce Court, by H. E. Fenn ...	5.50
The Prince of This World, by J. Hooking ...	1.75	The Rise and Influence of Rationalism in Europe, by W. E. H. Lecky; Cheap Edition ...	2.25
Her Soul's Desire, by A. M. Meadows ...	1.75	Extinct Monsters and Creatures of Other Days, by Rev. H. N. Hutchinson ...	9.00
McGillivray the Reformer, by A. G. Hales ...	1.75	Science from an Easy Chair, by Sir Ray Lankester ...	4.50
A Sealed Verdict, by Lawrence L. Lynch ...	1.75	Machine Design, Construction and Drawing, by H. J. Spooner ...	9.00
Sir George's Objection, by Mrs. W. K. Clifford ...	1.75	The Public Milk Supply, H. A. Macdonald ...	2.25
The O'Flynn, by J. H. McCarthy ...	1.75	The Art of Conversing or How to Make Conversation ...	2.25
The Girl from His Town, by M. Van Vorst ...	1.75	London Japanned. A Humorous Effort, by Hill Rowan ...	40
Kissing Cup the Second, by Campbell Ree-Brown ...	\$0.80	Chats on Astronomy, by H. P. Hollis ...	3.10
Woodcraft for Scouts and Others, by Jones and Woodward ...	80	Popular Astronomy, by S. Newcomb ...	7.25
The Farm in the Hills, by F. Warden ...	80	Heaven and Hell, by Swedenborg ...	1.30
The Quest of El Dorado, by A. & C. Askew ...	80	The A.B.C. of Rubber Companies in Malaya ...	1.75
Quo Vadis, by Sienkiewicz ...	80		
The Boas of Tarooma, by E. W. Hornung ...	80		

WAR OFFICE MAPS.

SAVOY'S EGYPTIAN CIGARETTES.
[a25]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 500 Persons.
Well furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
[a39] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1908. [a858]

ORIENTAL HOTEL

No. 2, QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Gas and Electric Light and Fans, Large
and Comfortable Lounge, Private and Public
Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION, Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Family and
Dinner. Special Rates for married families on
application to
J. H. OXBERRY,
Manager.
FREDERICK REICHMANN,
Proprietor
(late Manager of J. H. LYONS (Trocadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a542]

"BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy
and Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone, No. 690.
Apply to—Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a36]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA).

MACAO.

THIS Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
Two steamers (s.s. *Eux An* and *Sui Tai*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
[a213] THE MANAGER

VICTORIA HOTEL

SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRATA GRAMEN
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER
Proprietor

[a1004]

INTIMATION

A. S. WATSON & CO.,
LIMITED,
ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR
SCOTCH
WHISKY

A BLEND OF THE FINEST PURE
MALT SCOTCH WHISKIES.

For over 30 years WATSON'S
"E" has maintained the re-
putation of the FINEST
SCOTCH WHISKY in the
FAR EAST.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
Telegraphic Address: PRESS.
Cable: A.B.C. 5th Ed. Lieber.
P. O. Box, 84. Telephone No. 12.

BIRTHS.
On 6th September, at No. 39, The Peak, the wife of GERALD A. TINDALL, of a son. (1032)
On September 1st, at Shanghai, the wife of FREDERICK E. MANN, of a daughter.

DEATHS.
On September 1st, at Shanghai, ARTHUR RODERICK EVANS, aged 35 years.
On September 1st, at Birkdale, Southport, BERTHA, beloved wife of JAMES KEISFOOT, of Shanghai. (By Cable).
On September 1st, at Shanghai, JAMES YOUNG MORRISON, of Messrs. Holiday, Wise & Co., aged 33 years.
On September 2nd, at Shanghai, CAMPBELL DAVIS, Engineer, S.S. Hang Sang, aged 34 years.

HONGKONG OFFICE: 10A, DES VUEZ ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 7TH, 1910.

The other day in a footnote appended to a telegram concerning an extensive lock-out in the shipbuilding trade we said the reference seemed to be to British yards though previous telegrams had relation exclusively to a labour crisis in the German shipbuilding yards. News received by yesterday's mail from Europe, via Siberia, proves the supposition to have been correct. Mention is made of a ballot being taken of the nineteen sections of the shipbuilding industry in Great Britain on certain proposals for an advance in wages, and strong fears were expressed that the majority would be found in favour of forcing the demands of the men on the employers. Those fears have proved to be well-founded, and the employers have met the demand by an extensive lock-out, which, at the outset involves a loss of employment to fifty thousand men.

Our latest mail news from London is to the effect that the situation in the labour world was probably never more serious than at the present time. "Throughout Europe a large number of great strikes are either in progress or dangerously near." The reference to strikes in progress would include the strike of eight thousand riveters in the Hamburg shipbuilding yards, which began a month ago and threatened to extend to other German shipbuilding centres. The federated employers took the bull by the horns and locked-out a large proportion of their men. Others came out on strike by way of protest, and according to the latest telegram on the subject the number of men employed in the German yards has been reduced by 22,000 men. This is not so large a number as was anticipated at the commencement, and it may therefore be concluded that the Labour organisations have not met with the amount of success they expected when they called out the men from the yards in which lock-outs had been instituted. In Germany, as in Great Britain, the employers as well as the men are organised, and the situation therefore is correctly described as one of two compact armies in battle array. Victory will go to the strongest. The shipbuilding industry is not the only sufferer by labour disputes at the present time. Confining our observations for the moment to Great Britain, we see that the Seamen's Union has threatened to call out a hundred thousand men for a fortnight to dislocate the carrying industry at every port in the kingdom. Discontent with pay and position is also reported to be spreading rapidly among the railway-men. The companies have recently been approached once more, and at a meeting held at Liverpool on the 14th ult. it was decided to call out the men if the concessions demanded are not forthcoming. In France also an agitation among railway men is reported to be assuming serious proportions, while in Spain a strike for shorter hours has been in progress among the miners of Bilbao for some weeks past. Having regard to all these reports the statement that the situation in the labour world in Europe was never more serious than it is to-day does not seem exaggerated. There is something more than usually disquieting about the trouble in the British shippards. The men have rejected the advice of their leaders, and disregarded the compact made with the employers last year when an agreement was made embodying a system for the regulation of wages, and a procedure of conciliation with a view to avert strikes and lock-outs. It is now proved to be a worthless document. REUTER yesterday told us that the employers, before permitting a resumption of work, require assurances for the due observance of the shipyard agreement. To-day's news is that the employers and the trades unions are negotiating terms of settlement, and that the crux of the whole matter is what the employers will accept as assurances that there will be no recurrence of sectional strikes. Exactly, and in view of the fact that an agreement not two years old has already been broken by the men, who have flouted the advice of their leaders, it is difficult to see what satisfactory assurances can be offered to the employers.

The Shanghai Autumn Race Meeting takes place on November 1st, 2nd and 3rd. The Tientsin meeting is fixed for the same dates.

The "quick lunch" system has been introduced to Shanghai by the Palace Hotel—a sign of the times.

The reason for recalling all the Viceroy's to the Capital, says a native paper, was to hold a general conference regarding the present situation of the Empire.

The havoc wrought at Hsinmintun by the recent flood appears graver than previously reported. About 75 per cent. of the houses have collapsed. A large number of the Chinese victims were starving, the relief measures being quite inadequate.

A relief fund which has been opened by the Foreign Board of Trade at Yokohama to alleviate the distress occasioned by the recent floods in Tokyo totalled Yen 19,830.16 when the last mail left. A fund has been opened by the Japan Gazette in aid of the widows and orphans of those who died in the Bedford disaster.

One of the leading Tokyo papers has a paragraph stating that in Tokyo official quarters the opinion is gradually gaining strength that the railways in Korea will be purchased by the South Manchurian Railway Company, and that the railway administration in the Peninsula will be entrusted to the Company.

The Tokyo Government will shortly raise a loan to the extent of over Y.20,000,000 in connection with the annexation of Korea. This sum will be given to the Korean Ministers of State and other officials in Korea in the form of bonds. The domestic market will, it is believed, not be affected thereby, as money is now plentiful.

The bound volume of the Report of the General Committee of the Hongkong General Chamber of Commerce for the year ending 31st December, 1909, is now published, and our thanks are due to the Secretary for a copy.

The return of visitors to the City Hall Library and Museum for the week ending the 4th September shows that of non-Chinese there were 323 to the Library and 180 to the Museum, and of Chinese 136 to the former and 2,086 to the latter. The Library was, therefore, used by 459 persons and the Museum by 2,266.

Mr. C. Koike, Japanese Consul-General, Mukden, has filed with Viceroy Hsi-liang a demand for Y20,000 as indemnity for the forcible ejection of a number of Korean farmers from their paddy fields on the Lia River and in Helanin Prefecture, which they rented from their Chinese owners and had under cultivation.

We learn from a Japan contemporary that Mr. Arima, at present manager of the Hongkong branch of the Osaka Shosen Kaisha, is to become the manager of the Kobe branch. Mr. Arima, since he has been in Hongkong, has made a large number of friends who will be pleased to hear of his promotion, though they will much regret his departure from Hongkong.

On the 25th ultimo the Commander-in-Chief of the U.S. Asiatic Squadron transferred his flag from the *Charleston* to the *New York*, then in Yokohama. The *Charleston* was expected to leave for home the following day. The *New York* and the other American ships were to remain in port until the 1st instant, when they were expected to leave for Manila.

We received yesterday from the American Consulate-General, Hongkong, the following Typhoon Warning despatched from the Manila Observatory at 12.30 p.m.:—Cyclone or typhoon W. of Naha, moving N. or N.N.E. Low-pressure area extending from China Sea to the east of Balaung and Bashi Channels. A circular depression may be forming in it to the N. W. of Luzon.

We regret to learn of the death from hydrophobia of Dr. J. Aylward Churchill of Swatow. Dr. Churchill commenced practice in Hongkong in June of last year, but shortly afterwards removed to Swatow, where he remained until the time of his death. He was bitten by a dog on July 15th, and after calling in medical aid all appeared to be well with him. Last Thursday, however, he took a sudden turn, and died shortly afterwards. Mrs. Churchill is away in Japan on a holiday trip.

An interesting prosecution is at present before the Magistrate. Two Chinese are charged with obtaining money by false pretences. It is alleged that they went to several shopkeepers, representing that they were interpreters acting on behalf of sanitary inspectors who would order certain repairs to be carried out on the premises if money were not forthcoming. In one instance, the shopkeeper sent the man to the appointed meeting place, where it was handed over to one of the defendants in the presence of a policeman.

Some time ago a scheme for the construction of a tramway up Rokkusan, the summer resort near Kobe, was mooted. The scheme has now been revived by the Hanshin Electric Tramway Company, which proposes, says the *Yokohama Chronicle*, to open a service of cable cars to Rokkusan. Apart from this a syndicate is being formed to construct a motor-car railway from Sumiyoshi to Rokkusan via Maya-san, and from Rokkusan to Sumiyoshi direct. The total distance of the line would be about twelve miles, and the cost is estimated at Y.5,000,000.

A party of 120 American tourists, organized by the *Los Angeles Examiner*, arrived at Yokohama by the P. M. steamer *Mongolia* on the 29th ult. On their arrival the party were presented with souvenir medals by the Yokohama Chamber of Commerce, which placed a band of music at the bat and sent up fireworks in welcome. After visiting Tokyo, Nikko and Kamakura, the party were expected to leave Yokohama for Kobe on the 31st, visiting Kyoto and Osaka on their way to Manila, via Nagasaki and Hongkong.

To-night Mr. Warwick Major's Comedy Company opens a season at the Theatre Royal, when Mr. Charles Hawtrey's laughable farcical comedy "Jane" will be staged. This Company is making its first appearance in the Colony, though Miss Georgie Corless, the leading lady in the Company, is an old favourite. The Company will no doubt be fittingly welcomed, especially in view of the fact that it is many months since residents have had an opportunity of witnessing a play. The Warwick Major Comedy Co. is a strong one, and judging by the opinions which it has earned in other ports, its season in Hongkong should prove a great success.

DISTINGUISHED AMERICAN VISITOR TO HONGKONG.

Yesterday the American transport ship *Crook* arrived in Hongkong, having on board the Hon. J. M. Dickenson, the American Secretary for War. Mr. Dickenson, who has had a busy time in the Philippines, is anxious that his visit should be entirely informal. He wishes to see the place, and, with the exception of the courtesy calls, there will be no official programme. He is accompanied by Mrs. Dickenson, General Edwards, chief of the Bureau of Insular Affairs in Washington, Major J. B. Porter (who, however, returns to Manila) and Captain Coates. A number of friends who are travelling with him to the United States came up from Manila by the *Rubi* on Monday. Mr. Dickenson will travel north by the German Mail on Thursday morning.

The *Crook*, having come to Hongkong for repairs, afterwards went into dock at Takao.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE BRITISH SHIPBUILDING CRISIS.

LONDON, September 6th.
It is officially announced that the Shipbuilding Employers Federation and the Trade Unions are at present negotiating the terms of settlement of the lock-out, the crux being what the employers will accept as assurances that there will be no recurrence of sectional strikes.

The assurances offered will imply the loyalty of members of the Trades Unions, but how that loyalty will be ensured is the problem facing the executive.

MR. WINSTON CHURCHILL WOUNDED.

LONDON, September 6th.
The "Manchester Guardian" reports that the Rt. Hon. Winston Churchill, President of the Board of Trade, has been slightly wounded accidentally in the leg.

He has been operated upon in the English hospital at Smyrna and is doing well.

AN ALLEGED GERMAN SPY ARRESTED IN ENGLAND.

LONDON, September 5th.
The "Evening News" announces that a subaltern of the German Pioneer Regiment was arrested this afternoon in the act of sketching the fortifications at Portsmouth.

TURKISH LOAN UNSETTLED.

LONDON, September 5th.
The newspapers state that the Grand Vizier's interviews with M. Briand and M. Pichon have left the proposed Turkish loan in an unsettled state.

M. Pichon insisted that the proceeds should not be spent at Krupp's, or in a manner that would help the German Navy.

TURKEY'S LITTLE WAR.

LONDON, September 5th.
It is reported from Constantinople that preparations are proceeding at Damascus for a Turkish expedition against the Druses who recently rose in revolt.

A CHINESE MILLIONAIRE.

Towkay Yau Tet Shin in the course of his examination in the Ipoh bribery case said that he had been in the Straits for 32 years. He was a minor and owned rubber estates. He had also had gambling and sub-gambling farms. In his mines he employed between four and five thousand coolies. His annual payment to the Government was about forty to fifty thousand dollars a year, which did not include his payment in respect of tin. He had seventeen sons and four daughters. Seven of the sons were being educated in Bangalore, India, and several in China, whilst several young ones were in Ipoh.

Continuing, Mr. Yau Tet Shin said he had built a market in Ipoh some time ago at a cost of \$14,000, not including the value of the land, and presented it to the town. About ten years ago he made a present of a hospital to the Government, who had since effected alterations to the building.

Mr. Yau said he thought witness had also displayed a certain amount of patriotism in respect to the South African War. Accused replied that he made a gift of \$10,000 on that occasion, which, on the suggestion of Sir Frank Swettenham, he devoted to the object of helping the widows and orphans of the warriors. He was also a pioneer in the building of the New Town, over which he spent \$1,100,000. His assets were four millions and his liabilities on mortgages, etc., totalled one and a half millions. His assets were therefore two-and-a-half millions over his liabilities if he realised at the best market prices. He had a shop in Singapore. His attorney, Wong Kap Soot, had worked for him for about thirty years. His duties were to conduct his (accused's) private and Police Court work. He died about last March. About a month afterwards he appointed Lim Sim Yung as his attorney, with duties similar to those of his late attorney. He had to represent him (the accused) in Court. He himself never appeared in Court.

LOCAL SPORT.

THE INTERPORT SWIMMING CARNIVAL.

RETURN OF THE HONGKONG TEAM.
The victorious Hongkong swimmers returned to the Colony by the German mail steamer *Goeben* yesterday morning, but owing to the vessel entering port shortly after daylight no one boarded her to welcome them back and to congratulate them on their splendid achievement. However, we may take the opportunity of doing so now on behalf of all local sportsmen who so keenly watched the progress of events as detailed by cable. The Colony's representatives worthily upheld the reputation of Hongkong as a sporting community, and notwithstanding the different conditions under which they competed, they brought back the flag which many expected would be left behind.

In a chat with a few of the members of the team, our representative learned that it took the local boys some time to get used to swimming in fresh water, which is much heavier than the salt, to which they are accustomed. Logan, needless to say, was the hero of the team, and his splendid achievements in the interport events made him a favourite with the sporting fraternity of Shanghai. Humphreys, the captain of the local team, was altogether out of form, and entered for only the team races, while Claxton, from whom much was expected, unfortunately injured his leg, and was unable to compete. The water polo match which was won by Shanghai, and which was looked upon as a certainty for Hongkong, appears to have been the cause of some dissension. In the North, apparently, they do not play to the whistle, and this seems to have confused the Hongkong team and was, in fact, the cause of Shanghai getting their first goal. One of their players was given a "foul" throw right in front of the Hongkong net. Forbes, who was in goal, was waiting for the whistle to sound; but the whistle was silent, and before he realised it, the ball was thrown into the net, and all the Hongkong players were surprised to learn that the result was a goal for Shanghai. However, the local men were not long in equalising, but in the extra time played Shanghai scored the winning goal.

In the boxing line the match between Forbes and Vernon of Shanghai, who is supposed to be very skilful with the "mils," was cancelled, Vernon not being in condition to meet the amateur champion of the V.R.C.

Altogether, the local team had an enjoyable time in the Northern settlement, and regretted that they were unable to stay long enough to fraternise more with their rivals and to participate in the pleasures which Shanghai had arranged for them. The Shanghai men were greatly disappointed at being unable to return the hospitality which they received when here last year, but as the ship was ready to sail, and as delay meant expense, the Hongkong representatives were reluctantly compelled to take a speedy farewell, all except Logan, who returns to the Colony with his father on the *Empress*.

CRICKET PRACTICE.

The H.K.C.C. ground will be opened (weather permitting) for net practice to all members of the Club on and after to-day, the 7th September.

POLICE INTELLIGENCE.

At the Magistracy yesterday fourteen men were charged with keeping and being found in an opium den in Tung Street. The keeper was fined \$50 and the remainder \$3 each.

A curious report was made to the police on Monday. It was stated that while the steam launch *Daisy* was lying off Bowrington Canal the night before a suit of clothing and an old propeller, weighing 150lbs. and worth \$35, were stolen.

The Korean who recently attempted to commit suicide was before the Magistrate again yesterday. He is waiting for funds from the North to pay his passage, and after making a statement to this effect he was remanded again for a week.

Madame Flint, 10, Des Vaux Road Central, has suffered from a visitation of thieves. The premises were entered by the padlock being wrenched off, and an electric fan, a table cloth, a bed cover, bath towel, five cane chairs, and four electro-plated forks were taken away.

The variety of the thefts committed by Chinese is amazing. The latest, according to a report made to the police by Mr. Tolland, of the China and Japan Telephone Company, is that thieves stole from the Bowrington Canal depot a drum containing 220 feet of telephone cable. The drum has since been found in the harbour.

The master of a cargo boat appeared at the Magistracy yesterday on a charge of having a quantity of opium in his possession. The excise officers, acting on information received, proceeded to the cargo boat, where they instituted a thorough search, but they could not discover the hidden drug. They paid a second visit and were on the point of abandoning the search when the opium was found secreted in the wood-work.

THE CHINESE QUEUE DOOMED.

A telegram from Peking to the *Chung Ngai San Po* states that His Highness the Prince Regent has endorsed the recommendation of Prince Tsai Tao for the abolition of the queue in the Naval, Military and Police forces of the Empire. The Imperial Edict on the subject is to be issued at the beginning of next Chinese New Year.

THE "BEDFORD."

FURTHER PARTICULARS OF THE DISASTER.

Nagasaki, August 29th.
It is possible now to give a brief, but connected, account of the accident to the cruiser *Bedford*.

The four large ships of the British China Squadron—flagship *Minotaur*—left Weihaiwei on Saturday, 20th inst., for Nagasaki. On the voyage a speed trial was to be run, and at four o'clock on Sunday morning (Weihaiwei time) the vessels were steaming at nineteen knots an hour. The usual change of watch then took place, but just as the "watch below" were turning in, the *Bedford*, which was the leading vessel, ran on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe injuries by being thrown. As it was no casualties were sustained, apart from the victims of the flooded stokehold. The crew promptly turned out and were mustered on deck. Once again, we are proud to record, the glorious traditions of the Royal Navy were worthily upheld; there was no panic and the leading vessel, run on to the Samwang Rock, which lies off the South-west coast of Quelpart Island, Southern Korea. The shock was terrific; had the accident occurred during the working hours of the day, many men would doubtless have received severe

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 12 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: PESSA Odes: A.B.O. 5th Ed-Lieber's.

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "NANSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m. on the 7th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers. Hongkong, 6th September, 1910. [14]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM ANTWERP, MIDDLESBRO, HULL, LONDON AND SINGAPORE.

THE Steamship "GLENSTRAE," Capt. F. Jones, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godown 12th inst. at 2.30 p.m. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 6th September, 1910. [1031]

WANTED all kinds of GUTS, especially CHIN HOG CASINGS. Agents also may communicate to—
SEIGMUND COHN, HAMBURG 15, (Germany). 993]

VIENNA CAFE CO. (1910) LIMITED (RECONSTRUCTED).
QUEEN'S ROAD CENTRAL, (Opposite Post Office).

A FIRST CLASS RESTAURANT
(TABLE D'HOTE OR A LA CARTE).
AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.
SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.
AN EXTENSIVE MODERN BAKERY.
A FRENCH CHEF.
Hongkong, 23rd July, 1910. [974]

SHOT MANUFACTURERS.
ABBEY IMPROVED CHILLED SHOT Co., Ltd., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only).
CARTRIDGES, SPORTING
(ABBEY BRAND).
Loaded by the ABBEY IMPROVED CHILLED SHOT Co., Ltd., Newcastle-on-Tyne. Makers of Chilled Hard and Soft Shot (Wholesale only). [925]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

SOLIGNUM.
The Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.
Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.
Prospectus samples and all information from the General Agents,
SIEMSEN & Co. (Machinery Dept.), Hongkong. 748]

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 p.m. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 5th September, 1910. [707]

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of FIFTEEN CENTS per Share for the Six Months ending 30th of June, 1910, will be Payable on the 12th day of September, 1910, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 12th day of September, 1910, both days inclusive. SHEWAN, TOMES & Co., General Managers. Hongkong, 25th August, 1910. [980]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 17th September, 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors. SHEWAN, TOMES & Co., General Managers. Hongkong, 2nd September, 1910. [1016]

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive. DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 3rd September, 1910. [1018]

INTIMATIONS

PEAK TRAMWAYS COMPANY, LTD.
NOTICE.

FOR the purpose of removing some parts of the hauling machinery the Service of Cars will be Suspended from 8 p.m. on SATURDAY, the 10th inst., till 8 a.m. on MONDAY 12th inst.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st September, 1910. [1007]

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBITABLES (1896 issue) of the Hongkong Club Payable on FRIDAY, the 30th Sept., 1910, will be held at the Club House at 11 o'clock a.m. on SATURDAY, the 17th September, 1910.

Bearers of Debentures are invited to attend the Drawing.
By Order, JAMES CRAIK, Secretary. Hongkong, 1st September, 1910. [1006]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on TUESDAY, the 20th September, 1910, at 5.15 p.m. to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club.
By Order, JAMES CRAIK, Secretary. Hongkong, 1st September, 1910. [1017]

SOCIETE DES PULPES ET PAPERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) and Cents Twenty-five (25) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 1st October, 1910.
Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, The BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.
The Provisional Certificate may be sent in to Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.
Per the Board of Directors,
T. F. HOUGH, Chairman. Hongkong General Purposes Committee. Hongkong, 1st September, 1910. [1009]

GRACA & CO.
27, Des Vaux Road.
Dealers in ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.
Inspection Invited. [789]

報新外中港香
CHUNG NGOI SAN PO (Chinese Daily Press), PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS. Circulates largely throughout Southern China and Indo-China, etc.
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central Hongkong, 131, Fleet Street, London, or from the different Agents. Documents translated from or into Chinese, or Colloquial Chinese.

ENTERTAINMENT

THEATRE ROYAL.
Lessee: Mr. WARWICK MAJOR.

FOR THE FIRST TIME IN HONGKONG.

WARWICK MAJOR'S COMEDY CO.
Including the Popular Actress MISS GEORGIE CORLASS, Supported by EIGHTEEN WELL-KNOWN ENGLISH ARTISTS.

TONIGHT (WEDNESDAY), 7th Sept., in CHAS. HAWTREY'S most laughable Farcelet Comedy in Three Acts, "JANE."
PRICES: \$3, \$2, AND \$1.
Plans at MOUTRIE'S.
Hongkong, 3rd September, 1910. [1015]

FOR SALE

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE - - - - \$3.
DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

CHEESE

CHOICE

CANADIAN STILTON.

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD. [42]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [38]

TO LET

TO LET.

ELEGANTLY Furnished, from middle of October, the SEVEN-ROOMED HOUSE known as "ALTADENA," Barker Road, the Peak. Kitchen Garden, Lawn, &c. Rent \$300 per month.

For particulars apply to—DEACON, LOCKER & DEACON, Solicitors, 1, Des Vaux Road Central. Hongkong, 22nd August, 1910. [969]

FURNISHED SUITES.

DRAWING ROOM, BED ROOM and BATH, with Board, Tennis Court. To be Opened October 1st. Apply—Mrs. OUTERBRIDGE, 5, Knutsford Terrace, Kowloon. Hongkong, 19th July, 1910. [841]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1910. [994]

TO LET.

THE FIVE-ROOMED HOUSE, known as "Bieton," situate on Plantation Road. For Particulars, apply to—DENNIS & BOWLEY. Hongkong, 9th August, 1910. [922]

TO LET.

A HOUSE, in Knutsford Terrace. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1910. [325]

TO LET

TO LET.

OFFICES, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 2nd February, 1910. [151]

TO LET.

BOWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1910. [781]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices. One GODOWN in MASON'S LANE. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 8th March, 1910. [95]

TO LET.

NO. 2, HOLLYWOOD ROAD. No. 2, OLD BAILEY. Immediate Possession. ABBATON V. APCAR & Co., 14, Des Vaux Road Central. Hongkong, 4th July, 1910. [800]

TO LET.

KING'S BUILDINGS. OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1910. [89]

TO LET.

OFFICES in Des Vaux Road, Central, corner of Lee House Street. Apply to—Messrs. PERCY SMITH & FLEMING, 5, Queen's Road. Hongkong, 2nd June, 1910. [440]

TO LET.

MODERATE RENTAL. HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court. Apply to—ABBATON V. APCAR & Co., 14, Des Vaux Road, Central, 1st Floor. Hongkong, 23rd July, 1910. [876]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to—J. HENNESSEY SETH, No. 4, Lee House Street. Hongkong, 2nd July, 1910. [795]

TO LET.

THE TOP FLAT of No. 4, SKYMOOR ROAD, Hongkong. Cheap Rental. Apply to—SPANISH DOMINICAN PROCUSSION. Hongkong, 3rd September, 1910. [1020]

TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses. 1 HOUSE in Bellis Terrace. No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910. No. 9, BEACONSFIELD ARCADE (Shop). C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910. FOR SALE—TON GRIST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 22nd August, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rental.

KOWLOON MARINE LOT 48, Taumat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

TO LET.

NO. 16, WINDHAM STREET—From 1st September, 1910. Apply to—E. A. & C. F. DE CARVALHO, 14, Arbutnot Road. Hongkong, 8th August, 1910. [913]

TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens. GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor. A HOUSE in Wong Nei Chong Road. OFFICES in YORK BUILDING. NO. 10, DES VAUX ROAD CENTRAL, 1st floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observatory Place. The Trams stop at the door. Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st September, 1910. [87]

AUCTION

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

THE Undersigned will Sell by PUBLIC AUCTION, TO-MORROW (THURSDAY), the 8th SEPTEMBER, 1910, at 12 o'clock (NOON), at his SALES ROOMS, Duddell Street, IN ONE LOT.

All those pieces or parcels of ground situate at Kowloon Point and registered in the Land Office respectively as THE REMAINING PORTION of SECTION "A" of KOW LOON INLAND LOT No. 41, and THE REMAINING PORTION of SECTION "B" KOWLOON INLAND LOT No. 41, with the European Dwelling House thereon known as "GLENTHORNE," Kimberley Road. The Property is held for the residue of the term of 75 years from the 24th June, 1888, created by the Crown Lease of Kowloon Inland Lot No. 41. Total Area 25,738 square feet. Total annual Crown Rent \$123.22. For further particulars, Conditions of Sale and inspection of plans, apply to GEO. P. LAMBERT, Auctioneer. Hongkong, 25th August, 1910. [977]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock. Developing and Printing Undertaken. Hongkong, 31st July, 1907. [546]

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$1,250,000
RESERVE FUND ... Gold \$3,250,000
Gold \$6,500,000
(about \$1,500,000)
HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per cent. per annum.
For 6 " 4 " " "
For 3 " 3 " " "
N. S. MARSHALL, Manager, No. 9, Queen's Road, Central. Hongkong, 17th August, 1910. [854]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB, Acting Chief Manager. Hongkong, 16th July, 1910. [119]

NEDELANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 12,375,100 (£1,031,500)
Reserve Fund Fl. 2,754,338.09 (£229,528)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:
12 months 4 1/2 per cent. per annum.
6 do. 3 1/2 do.
3 do. 3 do.
C. WOLDRENGH, Manager, No. 16, Des Vaux Road Central, Hongkong, 4th August, 1909. [23]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ... Yen 5,000,000
Reserve Fund ... Yen 1,710,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Swatow, Tainan, Anson, Kobe, Tientsin, Canton, Nagasaki, Yokohama, Poochow, Osaka, Keelung, Shanghai.

HONGKONG OFFICE:

3, DES VAUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. D. TOHDOW, Manager. Hongkong, 9th March, 1910. [391]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUND ... \$1,500,000
SILVER ... \$16,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.
G. BALLOCH, Esq.—Chairman.
ROBERT STEWART, Esq.—Deputy Chairman.
F. H. ARMSTRONG, Esq. S. A. LEE, Esq.
ANDREW FORBES, Esq. F. LIEB, Esq.
G. FRISLAND, Esq. G. H. MOCHURST, Esq.
Hon. Mr. H. KAWIOW, Esq. E. SHOLLIN, Esq.
C. R. LEMMANN, Esq. H. A. SIEB, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—H. B. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Acting Chief Manager. Hongkong, 26th August, 1910. [18]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,800,000
RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 4 per cent.

for 6 " 3 1/2 "

for 3 " 3 "

WM. DICKSON, Manager. Hongkong, 27th April, 1910. [107]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—

HOW I PROPOSED.

[BY G. FRANKS.]

I had the ring in my pocket. I had had it sent up from the shop on approval. I drew it out and showed it to Mary as she poured me out a cup of tea.

"How's that?" I asked.

"Not out," said Mary promptly. "Do you take milk and sugar? I don't think it is quite sporting of you to appeal so often."

"A good bowler always appeals," I said sternly. "If he thinks there is any chance."

"But there isn't any chance," interrupted Mary. "I've told you so before."

"Boundary for four," I said, "only take care or you'll do it once too often and get run out."

"I can't get run out for a boundary," protested Mary.

"A useful field can sometimes save a boundary," I replied, "and if you play high I may catch you, and then would you be?"

"Out," said Mary.

We paused for a tea interval; then, Mary having taken up her position, I began again.

"I was at a dance last night."

"Was it?" said Mary.

"And I danced four times with Kate Marsdon."

"I saw you," said Mary.

"She's an awfully nice girl."

"I know you'd like her," said Mary.

"She dances beautifully."

"Yes—I taught her."

"Pretty girl."

"Awfully."

"Well dressed, too."

"I am so glad you thought so; I helped her choose her frock. That's a maiden over; hadn't you better choose your bowler?"

"I was going to," I said snappishly. "Then I considered."

"Have you been to a theatre lately?" I asked.

"Yes; I was there last night."

"Thank you; that's one wicket down. You said you were at the dance."

"Kate Marsdon told me all about it," said Mary, and scored another boundary.

"I am glad you were interested enough to listen," I said; and Mary waved.

"Some people will talk whether you listen or not."

"I don't like people who play off their pads," I grumbled. "Who did you go to the theatre with?"

"Mother, Susan, and some others."

"Lb.w., I said. "This is quite a good over. Two wickets down."

"Not at all," said Mary. "It was a woman's party; there weren't any men."

"I almost think that was a catch," I murmured.

Mary protested. "You were outside the boundary," she said.

"Oh, very well," I said; "last ball of the over. Was anyone there of interest? That's a nice easy one."

"It's a job ball," said Mary; "it might mean anything."

"Well, make a try for it. Only a coward runs away from the ball."

"No one," said Mary, and blocked successfully.

"Go on," said Mary after a long pause; "or do you want an innings now?"

"You're going to declare?" I said. "Proud girl. I may win yet. All right, I'm at the wicket first ahead."

"Why did you dance four dances with Kate Marsdon?" asked Mary, putting in some fast left-handers.

"To make you jealous," I said, and just missed stepping back on my wickets.

"Did you have supper with her?"

"Yes."

"Did you miss me?"

"Yes—I mean no, of course not."

"You didn't know much about that one," said Mary.

"It was tricky," I agreed.

"A goodie," said Mary. "Did you tell Kate you wished I was there?"

"No."

"Did she talk about me?"

"I forgot."

"Who's playing off their pads now? Did you enjoy the dance?"

"Very much," said I, and scored one.

"Over," said Mary, and I breathed again.

"Are you going to the Guild Ball?" she said, beginning again.

"Yes."

"Is Kate going too?"

"Are you dancing much with her?"

"Look here," I said, "you can't have swift left-handers on at both wickets—it isn't fair. Go back to the beginning of that over."

"Very well," said Mary, and put on her job bowler.

"Are you going to the Guild Ball?"

"Yes."

"May I come, too?"

"If you like."

"Mother's away; I haven't got a chaperon."

"Surely you don't need one," I hit out boldly.

"What do you mean?"

"Can't I look after you?"

"No," said Mary; "you'll have Kate, and bowled my middle stump."

"I'm tired of this," I said. "You stand up to the wicket and I'll send you down a few straight ones. Why can't I look after you?"

"I can't go to a dance without a proper chaperon."

"I don't mean that—I mean always."

"No ball," said Mary.

"Rubbish," I retorted; "it was quite fair. Why can't I?"

"Well, why?"

"Because I've said No."

"Then change your mind."

"I can't."

"Why not?"

"Because—"

"Please do," I said, changing my tactics suddenly. Mary paused, warred, and was lost.

"Very well," she said; "I will."

"Stumped!" said I. "The last ball of the over."

THE LARGEST DAM.

A project which contemplates the construction of the largest dam in the world is now under way on the Mississippi River at the Des Moines Falls, between Montrose and Keokuk, Ia. There appears to be a market here for from 100,000 to 150,000 horse-power, and the company will endeavour to supply the demand. The dam will be 1,400 feet long, largely of concrete, 43 feet wide at the base and 37 feet from the base line to the crest. By this a lake will be created 35 miles in length and ranging from three miles in width to three-quarters of a mile. There are several settlements now occupying the site of this lake, and it will, of course, be necessary to abandon these as well as the Des Moines Rapids Canal, which is a Government institution built but a few years ago at a cost of \$5,000,000.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	F. J. Fox	P. & O. S. N. Co.	About 9th inst.
LONDON, &c. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	B. W. H. Snow	P. & O. S. N. Co.	On 17th inst., at Noon.
HAVRE, HAMBURG & ANTWERP, &c.	SAMBA	Ger. str.	Reuss	HAMBURG-AMERIKA LINE	To-day.
HAVRE, BREMEN & HAMBURG, &c.	SEBASTIA	Ger. str.	Fass	HAMBURG-AMERIKA LINE	On 9th inst.
HAVRE & COPENHAGEN	YEDDO	Ger. str.	Knaack	MELCHERS & Co.	On 10th inst.
HAVRE, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	Wagner	HAMBURG-AMERIKA LINE	On 14th inst.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	BADENIA	Ger. str.	Habel	HAMBURG-AMERIKA LINE	On 2nd Oct.
HAVRE, & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	C. H. Butler	HAMBURG-AMERIKA LINE	On 11th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	Barillon	NIPPON YUSEN KAISHA	On 13th inst., at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL.	VILLE DE LA CROIX	Frans. str.	T. Muri	JARDINE, MATHESON & Co., LD.	On 14th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CARNARVONSHIRE	Brit. str.	Gregory	HAMBURG-AMERIKA LINE	On 28th inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	F. E. Cope	SANDER, WHEELER & Co.	On 4th Oct.
MARSEILLES, HAVRE, & HAMBURG, &c.	AMERICA	Ger. str.	Deinat	MELCHERS & Co.	On 29th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	VORWARTS	Aus. str.	B. Bedarra	DODWELL & Co., LD.	About 10th inst.
NAPLES, GENOA, ALGERIA, LIVERPOOL, &c.	GOEREN	Ger. str.	G. Bolte	DODWELL & Co., LD.	On 27th inst.
BOSTON & NEW YORK	SAINT PATRICK	Brit. str.	F. S. Cowley	CANADIAN PACIFIC R. Co.	On 8th Nov., at 6 P.M.
VICTORIA, B.C. VANCOUVER, TACOMA, &c.	SUPERIC	Brit. str.	S. Ishikawa	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	H. Yamamoto	NIPPON YUSEN KAISHA	To-day, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	K. Kawara	NIPPON YUSEN KAISHA	On 11th Oct., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AWA MARU	Jap. str.	D. Lenz	MELCHERS & Co.	On 22nd Oct., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	ENADA MARU	Jap. str.	T. Sekine	NIPPON YUSEN KAISHA	On 10th inst., at D'light
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	BUYO MARU	Jap. str.	M. Tagi	NIPPON YUSEN KAISHA	On 30th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	H. Fraser	NIPPON YUSEN KAISHA	On 28th Oct., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	H. Resenger	MELCHERS & Co.	On 15th inst., at 5 P.M.
YOKOHAMA & KOBÉ	HIKARO MARU	Ger. str.	M. Tagi	NIPPON YUSEN KAISHA	About 20th inst.
YOKOHAMA & KOBÉ	COLENZ	Ger. str.	Boman	JAVA-CHINA-JAPAN LINE	On 28th inst., at Noon
NAGASAKI, KOBÉ & YOKOHAMA	NIKKO MARU	Jap. str.	Kenzie	BUTTERFIELD & SWIRE	Quick despatch.
JAPAN	TIJMAHI	Dut. str.	E. Forsyth	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
TSINGTAU, CHEFOO & NEWCHWANG	NANCHANG	Brit. str.	V. McClymont-Liddell	JARDINE, MATHESON & Co., LD.	On 10th inst., at 4 P.M.
CHEFOO & TIEN-TSIN	LUICHOW	Brit. str.	G. Meiners	MELCHERS & Co.	On 15th inst., at Noon.
TIEN-TSIN	CHEONGSHING	Brit. str.	A. Harris	HAMBURG-AMERIKA LINE	About 7th inst.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	DERFFLINGER	Ger. str.	G. Phillips, R.N.E.	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, KOBÉ & YOKOHAMA	ALDISIA	Ger. str.	M. B. Lake	P. & O. S. N. Co.	About 7th inst.
SHANGHAI, KOBÉ & YOKOHAMA	CHINWUA	Brit. str.	A. E. Sandbach	JARDINE, MATHESON & Co., LD.	On 9th inst., at Noon.
SHANGHAI, KOBÉ & YOKOHAMA	NOB	Brit. str.	Ristorcelli	JARDINE, MATHESON & Co., LD.	On 10th inst., at Noon.
SHANGHAI, KOBÉ & YOKOHAMA	NANSHAN	Brit. str.	Fred. Pyne	MELCHERS & Co.	On 14th inst.
SHANGHAI VIA NINGPO	HANGANG	Brit. str.	Y. Fuseno	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBÉ	TRANQUER	Dan. str.	G. W. Gordon, R.N.E.	NIPPON YUSEN KAISHA	About 15th inst.
SHANGHAI	ANNU	Brit. str.	Wagner	HAMBURG-AMERIKA LINE	On 27th inst.
SHANGHAI, KOBÉ & YOKOHAMA	YABRA	Frans. str.	A. Pauder	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, KOBÉ & YOKOHAMA	CEYLON MARU	Jap. str.	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 14th inst., at Noon
SHANGHAI VIA SWATOW, AMOY & FOCHOW	BUJUN MARU	Jap. str.	H. Yamamoto	OSAKA SHOSEN KAISHA	On 11th inst., at 10 A.M.
SHANGHAI	DELHI	Brit. str.	J. W. Evans	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, KOBÉ & YOKOHAMA	C. FRED. LARSEN	Ger. str.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 9th inst., at 10 A.M.
ANPING VIA SWATOW & AMOY	SOCHU MARU	Jap. str.	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 13th inst., at 10 A.M.
TAMU VIA SWATOW & AMOY	JOSHIN MARU	Jap. str.	E. Rodger	JARDINE, MATHESON & Co., LD.	On 9th inst., at 4 P.M.
SWATOW, AMOY & SHANGHAI	PAKHOL	Brit. str.	S. J. Payne	SHEWAN TOMES & Co.	On 10th inst., at Noon.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	A. Frazer	JARDINE, MATHESON & Co., LD.	On 16th inst., at 4 P.M.
SWATOW, AMOY & FOCHOW	HAITANG	Brit. str.	H. A. Hards	MELCHERS & Co.	On 17th inst., at Noon.
MANILA	XUENSANG	Brit. str.	F. Sembill	OSAKA SHOSEN KAISHA	To-day, at 4 P.M.
MANILA	BUH	Brit. str.	E. Combes	DAVID SASSON & Co., LTD.	End of Sept.
MANILA	LOONGSANG	Brit. str.	Moroso	DAVID SASSON & Co., LTD.	To-day, at 5 P.M.
MANILA	ZAVIRO	Brit. str.	E. P. Smith	JARDINE, MATHESON & Co., LD.	On 12th inst., at Noon.
CELEBES	SENGKILANG	Brit. str.	J. P. van Emmerick	JARDINE, MATHESON & Co., LD.	On 14th inst., at Noon.
KUDAT & SANDAKAN	BORNEO	Brit. str.			Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	COLOMBO MARU	Jap. str.			
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.			
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.			
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.			
BATAVIA, CHERIBON, SAMARANG, &c.	TUDODAS	Dut. str.			

THE PRICE OF RUBBER SHARES.

A correspondent of the *Pall Mall Gazette* writes:—

Mr.—The enormous importance of the rubber-growing industry has come upon us with such a rush that we have hardly been able to reduce its possibilities to a true level. In view of the recent somewhat disturbed state of the rubber share market, it can only be in the interests of the public to review the position.

Whilst there is not the slightest doubt that rubber growing will soon be one of the most important industries employing British capital, there is equally little doubt but that shares in many rubber-growing companies have appreciated entirely beyond their intrinsic value. Rubber growing is very similar to building ships. If a ship pays well you can build more like it and so over-flood the market, only you receive your ship about twelve months after signing the contract, while it takes three to five years before a rubber plantation becomes productive. While, however, millions upon millions of acres of land can be obtained in Malacca, Ceylon, Java, Borneo, and Sumatra at a few pence or shillings per acre, or hired for a few pence annually, there is no doubt but that rubber plantations will continue to be started at an unduly high level of trading.

The plantations so far started will probably be able in five years' time to produce as much rubber as is now consumed, and allowing that the consequences of cheaper prices and an increasing consumption the amount required should during that time increase by 20 per cent, the competition between Brazilian rubber and plantation rubber will at the end of five years have developed so far as to reduce the price to 2s. per lb. or less.

Well-managed plantations have already brought their cost to under 1s. per lb., and a further reduction of one or two pence not beyond the bounds of possibility. If, therefore, owing to the further influx of capital a large number of additional plantations should be started during the next few years the Brazilian rubber trade will be practically wiped out, as it cannot possibly compete against plantation-grown rubber, unless, indeed, on account of its quality, it should still command a limited market. In that case, however, the competition in plantation-grown rubber will be so keen as to reduce the price something near actual cost.

During the last three months plantation rubber has fallen, roughly speaking, from 11s. to 8s., the last average prices being very considerably less. This may be partly due to the use by manufacturers of larger quantities of adulterants, but an evil practice of this sort once started is almost impossible to protect themselves against it. No doubt the adulteration has played an important factor in reducing the demand and price, and is likely to continue to do so. Now, the capitalisation of the higher priced rubber shares is based on the assumption that profits of 6s., 4s., and 2s. per lb. will be made in the years 1910, 1911, and 1912. Even during those periods the profits anticipated by them appear only sufficient to pay dividends of 10 per cent for the present year, going down to 8, 6, or 4 per cent in the two succeeding years. While it may be possible, although not probable, that these anticipations will be realised, what is to become of these companies, and what dividends are they likely to pay in 1913-14-15, on their present values?

Although the profits on the nominal value of the shares, even in the worst of times, may appear brilliant they will be microscopically small on the inflated quotations of the present day. Owners of the high-priced shares seem to keep up the price in the anticipation that they can palm them off on a trusting public after they have received one or two more brilliant dividends; but I say they would be much wiser in selling them at once and buying rubber lands in Ceylon, the Federated Malay States, Sumatra, or Borneo, and planting their own rubber, by doing which they will in five years' time be able to compete freely against the best plantation companies on their own level—that is, they could pay as high dividends on their nominal capital as Linggih, Bukit Rajah, and others will be able to pay on their nominal capital, unless, indeed, these companies should use a large share of their present profits for increasing their planted area. Instead, however, of following such a wise course, they seem to vie with one another in paying phenomenal dividends and maintaining the unhealthy excitement which has come over the investing public of late.

LATEST STEAMER MOVEMENTS.

The M.M. str. Yarra, with the French Mail of the 14th ultimo, and mails from London of the 13th ultimo, left Singapore on the 5th inst. at 5 a.m., and is expected to arrive here on the 12th instant at daylight.

The cargo of Silk shipped on board the M.M. str. Ernest Simons, which left this port on the 2nd ultimo, was delivered in Lyons on the 3rd instant.

Gutler, Palmer & Co.'s

SPECIAL BLEND WHISKY



SPECIAL BLEND WHISKY

SHIPPERS
Gutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

ADVERTISEMENT

ON SALE.

THE DIRECTORY

AND

CHRONICLE

FOR

China, Japan, Corea, Indo-China, Siam, Straits Settlements, Malay States, Netherlands India, Philippines, Borneo, etc.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TRAVELLER, giving every detail in connection with the place, their History, Topography, &c., &c. The information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1882, 510.00. Directory only pp. 1,300, \$6.00.

The Directories and Descriptions are of

CHINA	CHINA	CHINA
Peking	Soochow	Canton
Tientsin	Chinkiang	Whampoa
Shanghai	Kowloon	Lapoo
Chingwangtao	Wuhu	Samshui
Taku	Kowling	Kongmoon
Antung	Hankow	Nanning
Manchuria	Yochow	Wuchowfu
Trade Centre, Shantung	Yochow	Kwangchow
Nowohwang	Lochow	Kwangchow
Taiwan	Chungking	Pakhoi
Port Arthur	Hankow	Hohow
Chefoo	Ningpo	Lungchow
Wailowai	Wenchow	Mengtze
Kisohas	Santa	Hokow
Tsinanfu	Shanghai	Semao
Mukden	Amoy	
Shanghai	Swatow	
JAPAN AND FORMOSA	JAPAN AND FORMOSA	JAPAN AND FORMOSA
Tokyo	Ozaka	Kooling
Yokohama	Moji	Takau
Hyoogo	Nagasaki	Takau
Kobe	Hakodate	Anping
Shimonoseki	Tsushima	
EASTERN SIBERIA	EASTERN SIBERIA	EASTERN SIBERIA
Vladivostok	Nicejensk	
CHINA	CHINA	CHINA
Seoul	Wonsan	Mokpo
Chungking	Fusan	Chinsampo
Kansan	Pingyang	Songchin
	Maesampo	
HONGKONG AND ITS DEPENDENCIES	HONGKONG AND ITS DEPENDENCIES	HONGKONG AND ITS DEPENDENCIES
Macao		
FRANCE INDO-CHINA	FRANCE INDO-CHINA	FRANCE INDO-CHINA
Hanoi	Annam	Tourane
Haiphong	Hue	Saigon
Tonkin Provinces	Quinhon	Cambodge
PHILIPPINES	PHILIPPINES	PHILIPPINES
Manila	Iloilo	Cebu
Sarawak	Borneo	British N. Borneo
STRAITS SETTLEMENTS	STRAITS SETTLEMENTS	STRAITS SETTLEMENTS
Singapore	Penang, Malacca, Prov. Wellesley	
MALAY STATES	MALAY STATES	MALAY STATES
Johore	Sungei Ujong	Selangor
Pahang	Jelebu	Perak
NETHERLANDS INDIA	NETHERLANDS INDIA	NETHERLANDS INDIA
Batavia	Samarang	Padang
Buitenzorg	Soerabaya	Macassar
EAST COAST OF SUMATRA	EAST COAST OF SUMATRA	EAST COAST OF SUMATRA
British	German	Austrian
French	Japanese	United States
	Siam	Italian

THE CHRONICLE covers the notable events of the last half century in the Far East together with the texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA
Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1890; Rules for Joint Investigation of Customs Statistics, 1899; Chefoo, 1876, with Additional Article; Opium Convention, 1898; Chungking Convention, 1891; Tientsin Convention, 1890; Barmah Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1899; Tientsin, 1895; Conventions, 1898, 1897, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additions, 1898; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1890; Kiaochow Convention, 1898; Railway and Mining Concessions, 1898.

Japan—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1899; New Port Convention, 1897; Supplementary Commercial, 1903; Russia—St. Petersburg, 1881; Russian Land Trade, 1881.

Portugal, 1883; Commercial Treaty, 1901.

Final Protocol, made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1854; Duties Convention, 1891 and 1904; Japan, 1893; Russia, 1898.

Great Britain and France, Siam Frontier, 1893.

Great Britain and Russia, Railway Convention, 1898.

TREATIES WITH CORREA
Japan, 1874; Japan Supplementary, 1876; Japan, 1904 and 1905; United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM
Great Britain, 1855, 1899 and 1909, France, 1891 and 1904; Japan, 1893; Russia, 1898.

Great Britain and France, Siam Frontier, 1893.

Great Britain and Russia, Railway Convention, 1898.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
Orders in Council for Hongkong of H.B.M.'s Subjects in China and Corea, and in Siam Rules of H.B.M.'s Consuls and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Consulate and Legation; Consular Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

The CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of 21 5d. at which it was originally published.

It is published at the Office of the *Hongkong Daily Press*, and can be had from, and advertisements sent through the principal Booksellers in Asia and through:—

LONDON "Hongkong Daily Press" Office
131, Fleet Street, E.C.

LONDON Mr. F. Algar, 11, Clement's L.

LONDON Messrs. G. Street & Co., 14, Cornhill, E.C.

SHIPPING.

ARRIVALS.

AMIGO, German str. 522, W. Langschwager
5th Sept.—Haiphong and Hoilow 4th
Sept. Rico—Jensen & Co.
ANAMIA, British str. 1,159, C. Sangster, 5th
Sept.—Amoy 4th Sept. Cass Oil—Asiatic
Petroleum Co., Ltd.
CARL-BLOMSTADT, German str. 774, Chr.
Jurgensen, 6th Sept.—Pukhoi 2nd and
Hoilow 5th Sept. General—Jensen & Co.
CHILDAR, Norwegian str. 1,102, H. Nielsen,
5th Sept.—Bangkok 28th August and
Swatow 4th September. Rico—Angard,
Thorson & Co.
COLOMBO MARU, Japanese str. 2,919, E. Cam-
ber, 6th Sept.—Moji and Singapore 30th
Aug. General—Nippon Yusen Kaisha.
CROOK, American transport, 4,124, C. S. Wil-
lams, 5th Sept.—Manila 3rd Sept.
DEBYLINGER, German str. 5,001, G. Meiners,
6th Sept.—Singapore 2nd Sept. Mails and
General—Melchers & Co.
FEICHIANG, Chinese str. 6th Sept.—Canton.
GLENNETH, British str. 3,051, F. J. Jones,
6th Sept.—London and Singapore
20th Aug. General—Shewan, Tomes & Co.
GOEBEN, German str. 3,192, G. Bolle, 6th
Sept.—Shanghai 3rd Sept. General
Melchers & Co.
HUNGKOW, British str. 1,217, E. Forsyth, 6th
Sept.—Tientsin 30th August, General—
Butterfield & Swire.
KAIFUKU MARU, Japanese str. 1,903, Suda,
6th Sept.—Moji 31st August, Coal—Mitou
Bishi Goshi Kaisha.
KANAGAWA MARU, Japanese str. 3,594, C. H.
Butler, 6th Sept.—Shanghai 3rd Sept.
General—Nippon Yusen Kaisha.
KIANG PING, Chinese str. 1,222, H. Uddin,
6th Sept.—Chinghai 30th August,
General—Tung Lee Co.
MANILA MARU, Japanese str. 3,246, Yama-
moto, 6th Sept.—Moji 31st August, Coal
—Mitou Bisan Kaisha.
NANSANG, British str. 2,591, P. M. B. Lake,
6th Sept.—Calcutta and Singapore 31st
August, General—Jarling, Matheson &
Co.
YANTZKE, British str. 4,149, Jos. Palford,
6th Sept.—Shanghai 3rd Sept. General—
Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
6th September.
Alicia, German str., for Shanghai.
Blossfontein, British str., for Shanghai.
Feiching, Chinese str., for Shanghai.
Goeben, German str., for Europe, &c.
Harvard, Norwegian str., for Hoilow.
Kiang Ping, Chinese str., for Canton.
Tacoma Maru, Japanese str., for Keelung.
Yokohama, Dutch str., for Batavia.
Yongfeng, British str., for Singapore.
Yatling, British str., for Saigon.

DEPARTURES.

6th September.
BENGLOE, British str., for Nagasaki.
HAIMUN, British str., for Swatow.
LOOSK, German str., for Swatow.
TAMING, British str., for Manila.
WUWU, British str., for Canton.

SHIPPING REPORTS.

The British str. *Rubi* reports: Moderate to
fresh S.W. wind and rough sea.
The British str. *Anamba* reports: Light
variable winds and fine weather throughout.
The British str. *Huichow* reports: Fine
weather; passed some wreckage derived from
boats of the *Chapel Island* on the 5th September.
The British str. *Namsang* reports: Bay of
Beang, moderate S.W. monsoon, fine and clear
weather; Singapore to Hongkong, moderate
S.W. monsoon with rainy weather and moderate
sea up till the last 24 hours, then light North
Westerly breeze and smooth sea, fine and clear.

VESSELS IN DOCK.

September 6th.
TAIKOO DOCK—Union, Drumellan, Deneter,
Nauchang, Tjalalop.

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. *Empress of India*
arrived at Shanghai at 1 a.m. on the 5th inst.,
and left again at 8 p.m. same day for Hongkong,
where she is due to arrive at 10 a.m. to-morrow.
THE INDIAN MAIL.
The Indo-China str. *Laiwang* left Calcutta
for the Straits and Hongkong on the 28th ult.,
and is due here on or about the 13th inst.
THE AMERICAN MAIL.
The P.M. str. *Mongolia* left Yokohama on
the 30th ult., for Hongkong via Kobe, Nagai-
saki and Manila, and is due to arrive at Hongkong
on the 11th inst.
The I.K.K. str. *Tenyo Maru* left Yoko-
hama on the 5th inst., and is due to arrive
at this port on the 13th inst.
THE AUSTRALIAN MAIL.
The E. & A. str. *Eastern* from Sydney, &c.,
left Port Darwin on the 29th ultimo for Timor,
Manila and this port.
The E. & A. str. *Aldenhurst* left Sydney on
the 31st ultimo for Queensland Ports, Manila
and this port.

MERCHANT STEAMERS.
The P. & O. S. N. Co.'s str. *Nore* left Singa-
pore for this port on the 2nd inst., at 3 a.m.,
and is due here to-day at about 6 a.m.
The H.-A. Line str. *Sambha* left Shanghai
on the 3rd inst. a.m., and may be expected here
to-day.
The H.-A. Line str. *Spesia* left Kobe via
Poochow on the 1st inst. a.m., and may be ex-
pected here to-morrow.
The Mogul Lin. str. *Pathan* sailed from the
United Kingdom on the 2nd ultimo for Hong-
kong via Straits.
The I.G.M. str. *Prinz Sigismund* left Kobe
on the 4th inst., at 5 a.m., and may be expected
here on or about the 13th inst.
The O.S.K. str. *Panama Maru* left Tacoma
for this port via Japan and Manila on the 6th
ultimo, and is expected to arrive here on or
about the 13th inst.
The N.Y.K. str. *Ceylon Maru* (Bombay
left) left Bombay for this port via Colombo
and Singapore on the 26th ult., and is expected
here on the 13th inst.
The O.S.K. str. *Seattle Maru* left Tacoma,
Wash., for this port on the 20th ultimo, and is
expected to arrive here on or about the 27th
inst.

STEAMERS PASSED THE CANAL.

August 19th—*Hirano Maru*, Promo-
theus, Tranquebar, Yarra. 19th—Delayed
through mutation, Tonkin. 23rd—*Indrasama*,
Livresak. 26th—*Alemon*, C. Ford. Lucien,
Hudson, Nippon, Palawan, Edinboro, Amiral
Edinboro, Adirado. 30th—*Benalder*, Prinz
Eitel Friedrich, Bonaldi, Bayo Maru, Wyneric,
September 2nd—*Benalder*, Brasilia, China, Ka-
ga Maru, Keemun, Kleist, Macdonald, Mayne,
Oceanien, Peshawar, Tanyo Maru, Pacificque.
ARRIVALS AT HOME.
September 2nd—*Ernest Simons*, Kaiser,
Penbrokshire.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,
Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF INDIA" SAT., 17th Sept. "EMPERESS OF JAPAN" SAT., 28th Oct. "EMPERESS OF CHINA" SAT., 29th Oct. "MONTEAGLE" TUESDAY, 8th Nov.
From Quebec. "ALLAN LINE" FRIDAY, 14th Oct. "EMPERESS OF IRELAND" FRIDAY, 25th Nov. "ALLAN LINE" FRIDAY, 25th Nov.
From St. John, N.B. "EMPERESS OF BRITAIN" FRIDAY, 16th Dec. "ALLAN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 6 p.m. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at ST. JOHN or QUEBEC with the Company's New Palatial
"EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy
through route to Europe.

The "EMPERESS" steamships on the Pacific and on the Atlantic are equipped
with the Marconi Wireless apparatus.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers £43 " £45.
1st Class rate to London includes cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
DELHI	8000 February 4	MANITUA	11000 March 4	March 10
ARCADIA	7000 February 18	MALWA	11000 March 18	March 24
ASSAYE	7500 March 4	MACEDONIA 10500 (Through Steamer calling at BOMBAY)	April 1	April 7
MARMORA	10500 March 18	MOLDAVIA	13000 April 15	April 21
DEVANHA	8000 April 1	MONGOLIA	10000 April 29	May 5
DELHI	8000 April 15	MORBA	11000 May 13	May 19
ASSAYE	7500 April 29	MOULTAN	10000 May 27	June 2
DELTA	8000 May 13		June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also
to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
* SUNDIA	4700 January	about 25 March
* NUBIA	5900 February	8 March
* SYRIA	6660 March	8 April
* NORA	6700 March	22 May
* PALAWAN	4700 April	5 May
* BORNEO	4600 April	19 June
* SICILIA	6700 May	3 June
* SUMATRA	4600 May	31 July
* NILE	6700 June	14 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE &c.
FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C.
SEATTLE & TACOMA

VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGill	20th October.
* AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.
* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 10th August, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORNIGHTLY SERVICE TO AND FROM EUROPE.
VIA SUEZ CANAL.
FORNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA ... & MARSEILLES VIA PORTS	"YARBA" Capt. Ristorelli "V. DE LA CLOTAT" Capt. Barillen	On 13th Sept., P.M. On 13th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA ... & MARSEILLES VIA PORTS	"OCEANIAN" Capt. Seller "TOURANE" Capt. Lancelotti	On 25th Sept., P.M. On 27th Sept., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia, at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—
P. THOMAS, AGENT,
Queen's Building.
Hongkong, 31st August, 1910.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN" Capt. G. BOLTE	17,300	Wedday, 7th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DEERFLINGER" 17,000 Capt. G. MEINERS		About 7th Sept.
MANILA, ANGAUR, YAP, MARAUN, NEWGUINEA, BRISBANE SYDNEY and MELBOURNE	"PRINZ SIGISMUND" 6,000 Capt. D. LENZ		Saturday, 10th Sept., at Daylight
YOKOHAMA & KOBE ...	"COBLENZ" 6,750 Capt. H. RAEGER		About 20th September.
KUDAT and SANDAKAN ...	"BORNEO" 5,050 Capt. F. SEMBIL		End of September

* Fitted with wireless Telegraphy New System of Telefunken.
For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 27th August, 1910.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON, MALTA
PORT SAID, SUEZ AND STRAITES.

THEY & O. S. N. Co.'s Steamer
"PALMA"

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.
Goods not cleared by the 8th inst., at 4 p.m.,
will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All claims must be presented within ten
days of the steamer's arrival here, after which
they cannot be recognised. No claims will
be admitted after the Goods have left the Go-
downs.

E. A. HEWETT,
Superintendent.
Hongkong, 5th September, 1910. [1]

SOCIETA ANONIMA NAZIONALE DI
SERVIZI MARITIMI
SEDE IN ROMA.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship
"CAPRI"

having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods are being landed at their risk
into the hazardous and/or extra-hazardous Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., Kowloon, whence
delivery may be obtained. Freightable Goods to
be taken delivery of immediately.
All Claims must be sent to the Office of the
undersigned before NOON, on the 16th inst., or
they will not be recognised.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst. will be subject
to rent.

All broken, chafed, and damaged goods are to
be left in the Godowns, where they will be
examined on the 12th inst., at 9.30 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 5th September, 1910. [4]

THE BANK LINE LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & Co., Ltd.,
Agents.
Hongkong, 30th August, 1910. [8]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND
CALCUTTA.

(Taking Cargo on Through Bills of Lading to
Kangoon, Madras and Mauritius.)

THE Steamship
"LIGHTNING"

Captain E. P. Smith, will be despatched for
the above Ports on FRIDAY, the 9th inst.,
at NOON.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 7th September, 1910. [1912]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR
COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. SAINT PATRICK "About 10th Sept.
For Freight and further information, apply
DODWELL & Co., Ltd.,
Agents.
Hongkong, 5th September, 1910. [963]

SOCIETA ANONIMA NAZIONALE DI
SERVIZI MARITIMI
SEDE IN ROMA.

STEAM FOR BOMBAY,
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail
Steamers to PORT SAID, MESSINA,
NAPLES, LEBRON and GENOA, also
VENICE and TRIESTE, all MEDITE-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLOA.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship
"CAPRI"

Captain Moreau, will be despatched as above
on MONDAY, the 12th Sept., at NOON.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 31st August, 1910. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AFRICAN AND SOUTH AFRICAN PORTS

THE Steamship
"DELTA"

Captain B. W. H. Snow, carrying His Majesty's
Mails, will be despatched from this
for Bombay, &c., on SATURDAY, the 17th
September, 1910, at NOON, taking passengers
and Cargo for the above ports in connection
with the Company's s.s. "MOULTAN" 9,621
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.
Silk and Valuable, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London
other cargo for London, &c., will be conveyed
via Bombay by the E.M.S. "PERSIA", due
in London on the 15th October, 1910.
Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 5th September, 1910. [1]

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship
"CARNARVONSHIRE"

Captain Gregory, will be despatched as above
on or about the 17th September.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 31st August, 1910. [999]

SOCIETA ANONIMA NAZIONALE DI
SERVIZI MARITIMI
SEDE IN ROMA.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"BLOEMFONTEIN"

Captain Patterson, having arrived from the
above Port, Consignees of Cargo are hereby in-
formed that their Goods are being landed at their
risk into the hazardous and/or extra-hazardous Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Limited, Kowloon,
Kowloon, and stored at Consignees' risk and
expense.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on MONDAY, 12th inst., at 2.30 p.m.
All Claims must be presented within fifteen
days of the Steamer's arrival here, after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst. will be subject
to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 5th September, 1910. [1028]

PASSENGERS.

ARRIVED.
Per *Huichow*, from Tientsin, Mrs. Fulton.
Per *Childar*, from Bangkok, &c., Mr. Bryan
and Mr. Stolz.
Per *Namsang*, from Calcutta, &c., Miss Elsie
Turney, Mr. Douglas Johnstone and Mr. C. V.
S. Skrimphorn.
Per *Rubi*, from Manila, Miss Kennett, Mr. E.
H. M. Rimmer, Mr. E. Gutteridge, Mr. E.
Fremantle, Mrs. and Miss Anilora, Mr. S. E.
Mayhew, Misses E. and L. Silva, Miss F.
Silva, Mr. L. Inbort, Mr. and Mrs. I. Anderson,
Mr. C. R. Simpkins, Mrs. W. Cutting, Miss M.
Odermat, Mr. E. Pans, Mr. A. Montague, Mrs.
Gus Johnson and child, Master Gregorio Go-
Tone, Miss N. O'Brien and Miss O. Trevis.
Per *Goeben*, for Hongkong, from Yokohama,
Mr. H. Dicke, Mr. G. Naroman, Mr. and Mrs.
Hipwell, Mr. and Mrs. McDonald, Mr. and Mrs.
Derostoe, Dr. Haackel, Mr. S. B. Haras;
from Kobe, Mr. W. Kose, Mr. T. B. Patterson;
and Mr. H. Raymond; from Shanghai, Mrs.
Heckling, Dr. W. Teetmeyer, Mr. Marzolini,
Mr. G. O. Limby, Mr. W. B. Robinson, Mr. and
Mrs. da Silva, Mr. John Moore, Miss Schwitz,
Mr. H. Bejorij, Mr. W. W. Clayton, Mr. J. J.
Vasania, Mr. Vogt, Mr. O. Maywald, Mr. Remed-
ios, Mr. and Mrs. Ricketta, Mr. Humphrey and
party, Miss Hollis and Mr. W. H. Whitney.

Per *Huichow*, from Tientsin, Mrs. Fulton.
Per *Childar*, from Bangkok, &c., Mr. Bryan
and Mr. Stolz.
Per *Namsang*, from Calcutta, &c., Miss Elsie
Turney, Mr. Douglas Johnstone and Mr. C. V.
S. Skrimphorn.
Per *Rubi*, from Manila, Miss Kennett, Mr. E.
H. M. Rimmer, Mr. E. Gutteridge, Mr. E.
Fremantle, Mrs. and Miss Anilora, Mr. S. E.
Mayhew, Misses E. and L. Silva, Miss F.
Silva, Mr. L. Inbort, Mr. and Mrs. I. Anderson,
Mr. C. R. Simpkins, Mrs. W. Cutting, Miss M.
Odermat, Mr. E. Pans, Mr. A. Montague, Mrs.
Gus Johnson and child, Master Gregorio Go-
Tone, Miss N. O'Brien and Miss O. Trevis.
Per *Goeben*, for Hongkong, from Yokohama,
Mr. H. Dicke, Mr. G. Naroman, Mr. and Mrs.
Hipwell, Mr. and Mrs. McDonald, Mr. and Mrs.
Derostoe, Dr. Haackel, Mr. S. B. Haras;
from Kobe, Mr. W. Kose, Mr. T. B. Patterson;
and Mr. H. Raymond; from Shanghai, Mrs.
Heckling, Dr. W. Teetmeyer, Mr. Marzolini,
Mr. G. O. Limby, Mr. W. B. Robinson, Mr. and
Mrs. da Silva, Mr. John Moore, Miss Schwitz,
Mr. H. Bejorij, Mr. W. W. Clayton, Mr. J. J.
Vasania, Mr. Vogt, Mr. O. Maywald, Mr. Remed-
ios, Mr. and Mrs. Ricketta, Mr. Humphrey and

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORIE Capt. G. Phillips	About 7th Sept.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. J. F. Fox	About 9th Sept.	Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.	About 15th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 17th Sept.	See Special Advertisement.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 7th September, 1910.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
ILOILO and CEBU via AMOY	"SUNGKANG"	On 7th Sept., 4 P.M.
SWATOW, AMOY & SHANGHAI	"PAKHOU"	On 8th Sept., 4 P.M.
THINGTAU, CHEFOO & NEWCHANG	"NANCHANG"	On 8th Sept., 4 P.M.
SHANGHAI	"CHINHUA"	On 8th Sept., 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 10th Sept., 4 P.M.
SHANGHAI	"ANHUI"	On 11th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.
For Freight or Passage apply to—
HONGKONG, 7th September, 1910. BUTTERFIELD & SWIRE, AGENTS. 10

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th Sept.
HAVRE and COPENHAGEN	"YEDDO"	On 10th Sept.

For Further Particulars apply to
HONGKONG, 5th September, 1910. MELOHERS & CO., AGENTS. 6

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 13th Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd September, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 9th Sept., Noon.
MANILA	"YUENSANG"	Friday, 9th Sept., 4 P.M.
SHANGHAI via NINGPO	"HANGSANG"	Saturday, 10th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 14th Sept., Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 15th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Enl. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

HONGKONG, 6th September, 1910. GENERAL MANAGER 14

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGA- PORE, PENANG COLOMBO and PORT SAID	"KANAGAWA MARU" Capt. C. H. Butler	7,000	WEDNESDAY, 7th Sept., at 4 P.M.
	"MIYAZAKI MARU" Capt. T. Murai	9,000	WEDNESDAY, 14th Sept., at Daylight
	"KITANO MARU" Capt. F. E. Cope	9,000	WEDNESDAY, 28th Sept., at Daylight
VICTORIA B.C. & SEATTLE	"SADO MARU" Capt. Hiortdahl	7,000	SATURDAY, 10th Sept., from KOB.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"AWA MARU" Capt. S. Ishikawa	7,000	TUESDAY, 13th Sept., at 4 P.M.
	"SHINABA MARU" Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"YAWATA MARU" Capt. T. Sekino	5,000	FRIDAY, 30th Sept., at Noon.
	"NIKKO MARU" Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon.
BOMBAY via SINGAPORE and COLOMBO	"COLOMBO MARU" Capt. E. Combes	5,000	WEDNESDAY, 7th Sept., at 5 P.M.
SHANGHAI, MOJI and KOBE	"CEYLON MARU" Capt. Fred Pyne	6,000	WEDNESDAY, 14th September.
KOBE and YOKOHAMA	"HIRANO MARU" Capt. H. Fraser	7,000	THURSDAY, 15th Sept., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" Capt. M. Yagi	6,000	WEDNESDAY, 28th Sept., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Omitting Keelung and Shimidzu.
= Calling at Saigon.
‡ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER. [13-125]

Hongkong, 5th September, 1910.



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Rodger	Manila	On 10th Sept., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.

For Freight or Passage apply to
Hongkong, 5th September, 1910.SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. ALESIA	8th Sept.
S.S. C. FERD. LAEISZ	27th Sept.
S.S. ARMENIA	6th Oct.
S.S. SENEGAMBIA	21st Oct.
S.S. SILEBIA	4th Nov.
S.S. SUEVIA	16th Nov.
S.S. ARABIA	30th Nov.
S.S. SCANDIA	15th Dec.

HOMEWARD.

FOR HAVRE, HAMBURG & ANTWERP:	S.S. SAMBIA	7th Sept.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SPEZIA	9th Sept.
FOR HAVRE, HAMBURG & ANTWERP:	S.S. LIBERIA	14th Sept.
FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP:	S.S. BADENIA	2nd Oct.
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. AMBRIA	4th Oct.
FOR HAVRE & HAMBURG:	S.S. ALESIA	11th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th September, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. BUJO-MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager,
TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 7th September, 1910.

Telephone No. 375.

16

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW, & AMOY	"JOSHIN MARU" Capt. H. MURAYAMA	SUNDAY, 11th Sept., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WEDNESDAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 15th Sept., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

708]

T. ARIMA,
MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS & CO.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:
32, WATER STREET,
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

1537

